MD 140 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

EXISTING SIGNS

19,21
LEFT TURN YIELD ON GREEN
R 10-12
30"x36"

23
ONLY
R3-5L
30" x 36"

24
ONLY
R3-5R
30" x 36"

PUSH BUTTON TO CROSS REISTERSTOWN RD
START CROSSING WHEN FOR TURNING CARS
WALK
DON'T START FLASHING DON'T START IF STARTED
DON'T WALK
STEADY
PEDESTRIANS SHOULD NOT BE IN ROADWAY
R 10-4(1)
9" x 12"

20,22
SCHOOL X-ING
S2-1(2)

EXISTING SIGNALS

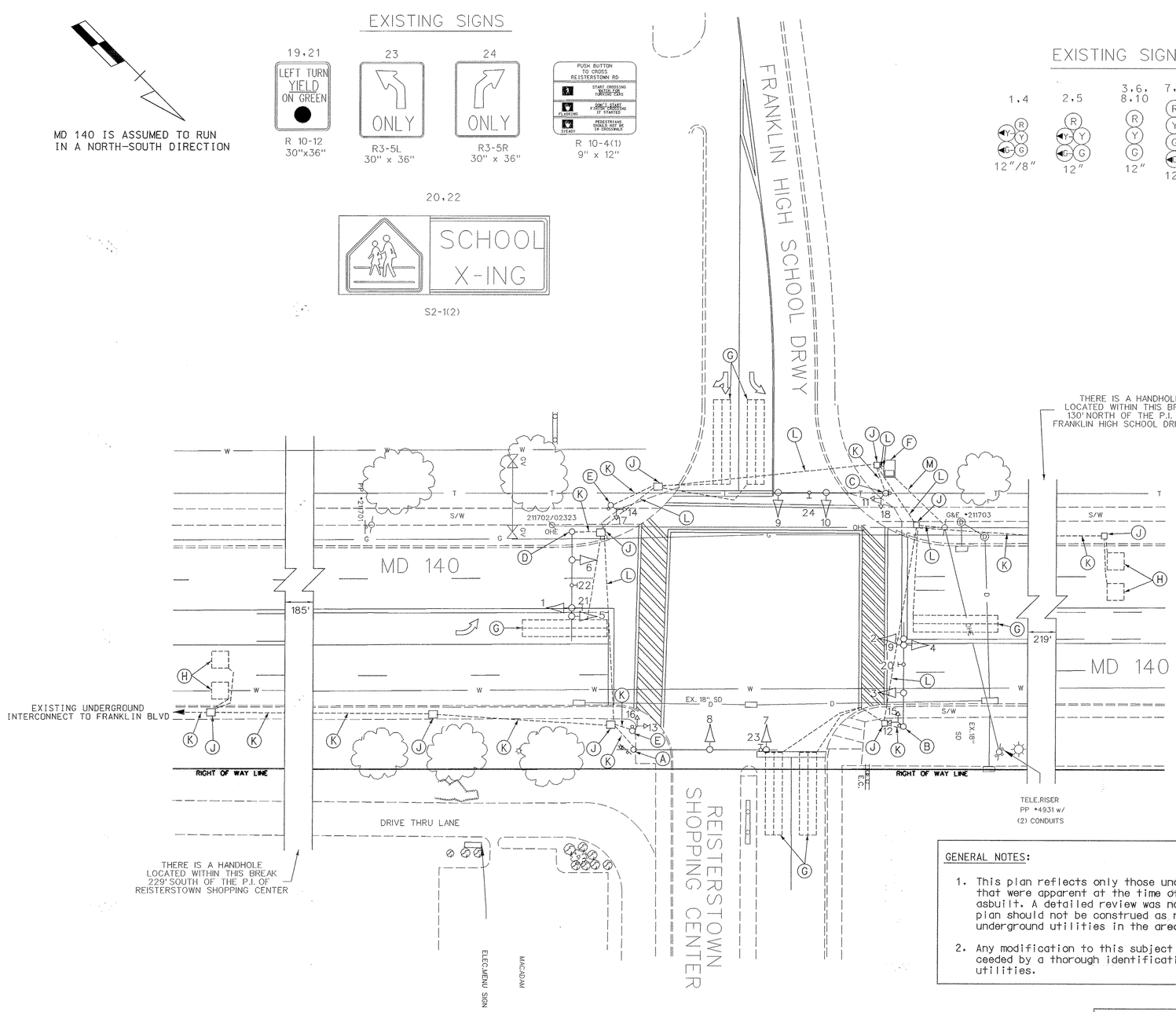
1,4 — 12"/8"
2,5 — 12"
3,6, 8,10 — 12"
7,9 — 12"
11-18 — 12"

NEMA PHASING

Ø 1 Ø 2 Ø 3 Ø 4
Ø 3 ALT
Ø 5 Ø 6
Ø 4 ALT

FLASHING OPERATION

PHASING NOTES
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.



EQUIPMENT DETAILS

A. 21' steel pole with a 50' mast arm, traffic signal heads and sign. (Note: 1-2", 90° polyvinyl chloride (Schedule 80) bend.)

B. 21' steel pole with a 36' mast arm, traffic signal heads, signs, pedestrian signal head and pushbutton with pedestrian education sign. (Note: 1-2", 90° polyvinyl chloride (Schedule 80) bend).

C. 21' steel pole with a 38' mast arm, traffic signal heads, sign, pedestrian signal heads and pushbutton with pedestrian education sign. (Note: 1-2", 90° polyvinyl chloride (Schedule 80) bend).

D. 21' steel pole with a 38' mast arm, traffic signal heads and sign, . (Note: 1-2", 90° polyvinyl chloride (Schedule 80) bend).

E. 10' breakaway pedestal pole, pedestrian signal heads, pushbutton with pedestrian education sign. (Note: 1-2", 90° polyvinyl chloride (Schedule 80) bend.)

F. NEMA size "6" base-mounted cabinet and controller with all necessary equipment and meter socket and disconnect switch. (Note: 2-3", 90° polyvinyl chloride (Schedule 80) bends and 2-2", 90° polyvinyl chloride (Schedule 80) bends).

G. 6' x 30' loop detector encased in ¼" flexible tubing quadrupole type (3-6-3).

H. 6' x 6' loop detector encased in ¼" flexible tubing (4-turns).

J. Handhole.

K. 2" polyvinyl chloride electrical conduit (Schedule 80).

L. 3" polyvinyl chloride electrical conduit (Schedule 80).

M. Underground power service by BG&E.

GENERAL NOTES:

1. This plan reflects only those underground utilities that were apparent at the time of this location being asbuilt. A detailed review was not undertaken and this plan should not be construed as representing all underground utilities in the area.

2. Any modification to this subject signal should be preceeded by a thorough identification of all existing utilities.

UTILITY LEGEND

G — G — GAS MAIN
W — W — WATER MAIN
S — S — SEWER MAIN
E — E — ELECTRIC CABLES
A — A — AERIAL CABLES
T — T — TELEPHONE CABLES

REVISION "D" ASBUILT

STREET TRAFFIC STUDIES, LTD.
400 Crain Hwy.,NW.
Glen Burnie,MD 21061
Ph (410) 590-5500
Fax (410) 590-6637

3570.DGN

REVISIONS	APPROVALS
(D) 2-29-00 ASBUILT	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
RRZ C OCTOBER, 8 1998 SIGNAL MODIFICATION FOR NEW ACCESS TO FRANKLIN HIGH SCHOOL	ASST. DISTRICT ENGINEER, TRAFFIC
REBUILD AND INSTALL INTERCONNECT. B NOVEMBER, 15 1994 S.H.A. No.: B-156-501-485	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

MD 140 @ FRANKLIN HIGH SCHOOL

DRAWN BY:	J. Gordon	F.A.P. NO.		TS NO.	
CHECKED BY:	S. Renzi	S.H.A. NO.			
SCALE:	1" = 20'	COUNTY:	BALTIMORE	T.I.M.S. NO.	SHEET NO.
DATE:	JUNE 11, 1973	LOG MILE:	030114008.17	943 D	1 OF 1